

**PUBLICATIONS OF THE UNIVERSITY OF  
PENNSYLVANIA, SERIES IN POLITICAL  
ECONOMY AND PUBLIC LAW, NO. 22:  
THE ECONOMIC HISTORY OF THE  
ANTHRACITE-TIDEWATER CANALS**

Published @ 2017 Trieste Publishing Pty Ltd

ISBN 9780649364435

Publications of the University of Pennsylvania, series in political economy and public law, No. 22: The economic history of the anthracite-tidewater canals by Chester Lloyd Jones

Except for use in any review, the reproduction or utilisation of this work in whole or in part in any form by any electronic, mechanical or other means, now known or hereafter invented, including xerography, photocopying and recording, or in any information storage or retrieval system, is forbidden without the permission of the publisher, Trieste Publishing Pty Ltd, PO Box 1576 Collingwood, Victoria 3066 Australia.

All rights reserved.

Edited by Trieste Publishing Pty Ltd.  
Cover @ 2017

This book is sold subject to the condition that it shall not, by way of trade or otherwise, be lent, re-sold, hired out, or otherwise circulated without the publisher's prior consent in any form or binding or cover other than that in which it is published and without a similar condition including this condition being imposed on the subsequent purchaser.

[www.triestepublishing.com](http://www.triestepublishing.com)

**CHESTER LLOYD JONES**

**PUBLICATIONS OF THE UNIVERSITY OF  
PENNSYLVANIA, SERIES IN POLITICAL  
ECONOMY AND PUBLIC LAW, NO. 22:  
THE ECONOMIC HISTORY OF THE  
ANTHRACITE-TIDEWATER CANALS**



Publications  
OF THE  
University of Pennsylvania

---

SERIES IN  
Political Economy and Public Law

---

No. 22

---

THE ECONOMIC HISTORY  
OF THE  
ANTHRACITE-TIDEWATER CANALS

BY

CHESTER LLOYD JONES  
Instructor in Political Science, University of Pennsylvania

---

*Published for the University*  
PHILADELPHIA  
1908

THE JOHN C. WINSTON CO., Sole Agents  
1020-16 Arch Street, Philadelphia, Pa.

TO

ENOS LLOYD JONES

AND

ELEANOR LLOYD JONES



## CONTENTS

---

	PAGE
CHAPTER I.	
BEGINNING OF THE USE OF ANTHRACITE.....	1
CHAPTER II.	
THE LEHIGH CANAL.....	7
CHAPTER III.	
THE DELAWARE DIVISION CANAL.....	60
CHAPTER IV.	
THE DELAWARE AND HUDSON CANAL.....	74
CHAPTER V.	
THE MORRIS CANAL.....	104
CHAPTER VI.	
THE SCHUYLKILL NAVIGATION.....	126
CHAPTER VII.	
SUMMARY .....	159
BIBLIOGRAPHICAL NOTE.....	166
BIBLIOGRAPHY .....	169





## CHAPTER I.

### BEGINNING OF THE USE OF ANTHRACITE.

The existence of anthracite in Pennsylvania was known for fifty years before it became an article with an established market. This was due to two causes—the inaccessibility of the regions where the coal was found and to a lesser degree to the prejudice against it on account of the difficulty of ignition. Liverpool and Richmond coals could easily be brought to the wharves of the tidewater towns and the public, accustomed to their use, was not to be satisfied with the anthracite, which was considered of inferior quality.

The early use of anthracite was, therefore, confined chiefly to the local consumption in interior towns where other coal was not to be had. It came into use chiefly in the forges of the country blacksmiths. In each of the three anthracite coal fields this use had developed before attempts were made to take the coal to the seaboard cities.

The first appreciation of the value of the product occurred in the third or northern field. Here Obediah Gore, a blacksmith immigrant from Connecticut who had settled in the Wyoming Valley, succeeded as early as 1768 in using the anthracite from a local mine in his forge, and it soon became the only fuel used by the blacksmiths in the valley. Coal from this region, in one case at least, burned in the forges that made arms for the colonial levies in the Revolution, for we read, "In the years 1775 and 1776 several boatloads of coal were taken down the Susquehanna and hauled to the United States armory at Carlisle for the manufacture of arms." This coal was taken from a mine belonging "to the late Judge Hollenbeck," about one mile from Wilkesbarre, "near the mouth of his mill creek."

As the trade grew rough arks were loaded with about sixty tons and floated down the north branch of the Susque-

hanna River, when conditions were favorable, to be sold at the different towns along the route.<sup>1</sup>

The first use of the anthracite for general heating purposes is said to have been made by Judge Jesse Fell, of Wilkesbarre, who in 1808 found that it could be successfully used for a grate fire. This was the region to which an outlet to tide was given in 1829 by the Delaware and Hudson Canal.<sup>2</sup> By that time the virtues of anthracite had become more widely known, and it was being hauled eighty miles from Wilkesbarre into New York State, where it sold for \$16 a ton.

In the next field to be opened, the third or southern one—coal was known to abound in the vicinity of the present city of Pottsville<sup>3</sup> and at Mauch Chunk "as early as 1790 and perhaps before." A hunter is said to have discovered the coal first at the place which later became the Old Summit Mauch Chunk mine. He reported it to Mr. Jacob Weiss, who formed a company chiefly of citizens of Philadelphia. This company opened the mine and some coal was taken to the city, but the cheapness of the Liverpool and Richmond coal made the venture unprofitable.<sup>4</sup> "It was used to a very limited extent by some of the blacksmiths in the neighborhood, but it was considered of little value and excited little attention."<sup>5</sup>

Those who were interested in developing a market on the seaboard were regarded by the public as "visionary enthusiasts."<sup>6</sup> In 1812 Colonel George Shoemaker loaded nine wagons with coal from the Schuylkill mines and hauled

<sup>1</sup>Report to the Senate, Packer, Chairman, 1834.

<sup>2</sup>For the efforts of the Delaware and Hudson Company to introduce into New York City the use of coal for steam vessels, see Reports of the Company, 1828 *et seq.*

<sup>3</sup>Report to Senate, p. 7.

<sup>4</sup>Memoir of Josiah White, p. 36 *et seq.*

<sup>5</sup>Report to the Senate, pp. 7 and 8.

<sup>6</sup>Report to the Senate, p. 8.